



## 100 YEARS OF HISTORY

The 25th Space Range Squadron has a long and distinguished heritage dating all the way back to World War I as a flying unit.

The origin of the 25 SRS began June 13, 1917. The unit was first designated as the 20th Aero Squadron in Camp Kelly, Texas.

A little over a week later, June 22, 1917, the 20 AS was redesignated as the 25th Aero Squadron and was activated to join the World War I fight. During their activation, the 25 AS was stationed in Scotland, England, and France flying SE-5 aircraft under the 4th Pursuit Group until June 17, 1919. By Oct. 1, 1921 they were authorized to be reconstituted as the 25th Squadron. This time, flying the Martin NBS-1 and assigned to the 2nd Corps Area/Panama Canal Department/6th Observation Group.

The 25th was again redesignated to the 25th Bombardment Squadron in Jan. 25, 1923 flying LB-5, LB-6, LB-7, B-3 and B-6 aircraft. Later on Dec. 6, 1939 as the 25 BS (Medium) under the 6 OG flying B-10s, B-17s and B-18s. Still based in Central America, the 25th was charged with protecting the Panama Canal, as well as providing humanitarian aid to neighboring El Salvador, Nicaragua, Guatemala and Chile.

Almost a year later on Nov. 20, 1940 the 25th was brought into World War II by designating them as the 25th Bombardment Squadron (Heavy) flying B-17s, B-18s, and B-24s. The 25 BS stayed in the Central America region protecting the Panama Canal Zone and the Caribbean from Axis forces.

On July 1, 1943 the 25 BS was upgraded to Very Heavy while training at Pratt Air Field, Kansas. They were one of the first squadrons to fly the experimental Boeing YB-29 prototype and the first production model B-29s.

In March of 1944, they were selected to relocate to India for long-range missions to attack Japanese forces in China and Japan. A few months later, in June, the 25 BS carried out the first bombing of mainland Japan since the Doolittle raids of 1942. They inflicted heavy damage to iron and steel factories in Yawata.

On Dec. 14, 1944 the 25th experienced the greatest loss of life in its history. Twelve B-29s were dispatched to attack a secondary target in Rangoon. With no opposition encountered, the "Bombs Away" was given to the formation. A massive explosion, suspected to be caused by one or more bombs

exploding in mid-air, immediately destroyed four B-29s; 25 members of the squadron were reported as either killed or missing.

In April of 1945, the squadron was moved to Tinian Island, located near Guam, to support the final push into Japan. Here they conducted high altitude daylight bombing missions, low-altitude incendiary raids, and mined Japanese shipping lanes. The 25 BS participated in the "Show of Force" VJ Day flyover during the Japanese surrender in Sept. 2, 1945.

25 SRS members completed the first non-stop flight from Japan to Washington, D.C. carrying Major General Curtis E. LeMay on Sept. 19, 1945.

A year later the squadron was then deactivated on October 1946.

The 25th Bombardment Squadron was once again reactivated under Strategic Air Command on May 9, 1952 flying a second line of B-29s from training and organization. Two years later in 1954, the 25th received the first B-47 Stratojet bombers.

Between 1954 and 1958, the 25th Bombardment Squadron participated in various NATO exercises to deter Soviet aggression through periodic forward-deployed bases in Europe. The unit also pioneered the minimum interval take off method.

Between 1958 - 1964 the B-47 Stratojet became obsolete, forcing the 25 BS began sending B-47s to reconnaissance wings and was one of the last SAC squadrons equipped with the Stratojet. The squadron was then deactivated when its last B-47 was retired Sept. 1, 1964.

After 24 years, the squadron was reactivated June 21, 1988 under the title of the 25th Strategic Training Squadron and assigned to the Strategic Air Command. Placed under the 99th Strategic Weapons Wing, they trained crews on B-52H Stratofortress tactics.

On Sept. 1, 1991 the 25th was renamed the 25th Flying Tactics Training Squadron. The unit was charged with training SAC bomber crews in a Weapons School environment.

Reassigned to Air Combat Command on June 15, 1993 and renamed the 25th Training Squadron, the squadron was officially titled as "The Executioners" and transitioned to B-1B bomber crews and continued to train bombing tactics.

In 1995 the "Executioners" flew their last aerial mission and were deactivated on Sept. 21, 1995 due to the end of the Cold War.

Some years later in 2001, the space range mission was conceived by Air Force Space Command. In March of 2003, the Space Range Management Office stood up.

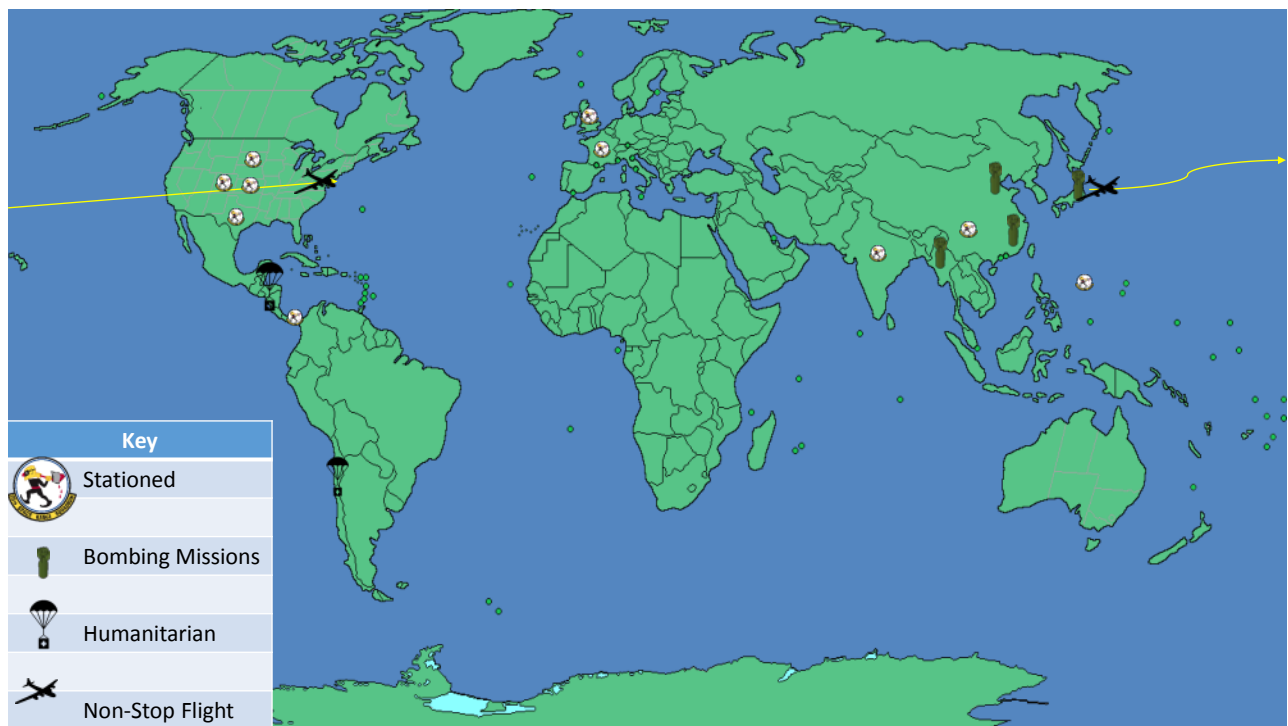
July 1, 2004, AFSPC activated the 25th Space Control Tactics Squadron to assume space range operations for integrated battlespace environment for testing, training, and exercise support. A year later, the 25 SCTS operationally accepted the Mobile Communication Analysis Test System for range control operations.

Nov. 11, 2007 the "Executioners" were redesignated the 25th Space Range Squadron. During this year, the squadron received its first Range Closed-Loop Environment which was used for testing new space control tactics in a secure environment.

In 2013 the unit was transferred to Air Combat Command, and March 2, 2013 the Space Test and Training Range welcomed the 379 SRS as its reserve component. The Space Range Operations Center was also activated in this year.

Finally, June 21, 2017 the 25th SRS marked 100 years of defending the United States through aerial combat, strategic alert, tactics development and testing.

## THE “WHERE” FOR THE “WHEN”



Now,



## WHERE DOES THE PATCH FIT IN?

The masked headsman insignia of Maj. Reed Landis' "Bloody 25th" and his 150 "thieves" originated from an idea from within the Squadron.

Col. Reed Landis, the 25th's first operational squadron commander, remembers:

"Very shortly after we all got together and secured our aircraft, it was suggested by someone that we adopt an insignia. I offered a cash prize to the members to the squadron for such a design which, in the opinion of the officers of the committee appointed to review the suggestions, was most satisfactory. One of the enlisted men won the prize, which was promptly recaptured by one of the other men via the Galloping Dominos [gambling on a game of dominos]. The insignia selected was a modification of a small sketch found on the editorial page of an old Life magazine. The original showed a small figure with a large axe, quite similar to that on our ships (aircraft), preparing to cut off the head of a recumbent figure of the (German) Kaiser. It was intended that each pilot would "cut" a notch in the blade of the axe as he downed one of our enemy."

First Sgt. R.M. Collette, the 25th's original first shirt, remembers:

"The man responsible for the Squadron Goofy Man insignia was Sgt. E. Cross. Sgt. Kilbey helped him with it; they were both good painters and printers. There were minor variations of the insignia, some had red belts and others were black."